Attorney Docket No. 582AC [2681.3171.001]

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant:	**Cory J. Doble**
Serial No.:	10/779,394
Filed:	February 13, 2004
For:	Fuel Transfer Arrangement
Group Art Unit:	3752
Examining Attorney:	Davis D. Hwu
In reply to:	Examiner's Letter of December 19, 2005

CERTIFICATE OF MAILING

Date of Deposit with U.S. Postal Service **MARCH 17, 2006**. I hereby certify that this paper is being deposited with the United States Postal Service as first class mail under 37 CFR 1.8 on the date indicated above and is addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

Shirley A. Langley

Shirley A. Langley

Mail Stop Amendment
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

RESPONSE TO THE FIRST OFFICE ACTION

This is in response to the first Office Action of December 19, 2005 which indicated claims 4-6 and 34-39 define allowable subject matter and rejected the remaining elected claims only under §102(b)in view of the Fournier reference.

In response to this Office Action, please amend the written description and claims as follows and reconsider the claims as amended and in view of the following remarks.

IN THE WRITTEN DESCRIPTION

Please amend the written description as shown below.

[0024] As shown in FIG. 3, one presently preferred construction of the jet pump 16 has a body 44 with a passage 46 extending generally therethrough. The body 44 has an inlet 48 constructed for operable attachment to a supply of fuel, such as through the supply fuel line 34, for example, preferably utilizing ~~at~~ a standard fuel line hose connection, for example, a spring clip (not shown) compressing an outer surface of the supply fuel line 34 to compress an inner surface of the supply fuel line 34 into mating and fixed engagement with an outer surface of the body 44. The body 44 also preferably has an outlet 50 constructed for attachment with the return fuel line 42, preferably utilizing a standard fuel line hose connection as described generally above.

[0033] Still referring to FIG. 3, the nozzle 54 has an inlet 82 and an outlet 84 with a passage 86 therebetween. The passage 86 has a diameter which can be greater than, equal to, or less than the diameter of the orifices 80 in the restrictor plates 60, 66. As fuel flows through the outlet 84 of the nozzle 54 and into the inlet 70 of the venturi 68, the fuel preferably communicates with fuel surrounding the jet pump 16 via the opening 76. As the fuel flows into the reduced portion of the venturi 68, a reduction in pressure causes fuel adjacent the inlet 70 of the venturi 68 to be entrained or aspirated to combine with the fuel exiting the nozzle and entering the venturi 68, thereby increasing the total ~~the~~ flow rate of fuel discharged from the outlet 72 of the venturi 68. Therefore, the nozzle 54 in combination with the venturi 68 provides an increased flow rate of fuel from that flowing through the nozzle 54 from the high pressure fuel pump 20.